

Basic English

PRIME MINISTER CHURCHILL in a recent address delivered at Harvard University, referred to basic English as the possible international language of the future. Since that time there has been considerable public interest in this possibility, and it has been the subject of much discussion. Devised principally by C. K. Ogden, director of the Orthological Institute at Cambridge, England, and Ivor A. Richards, now of Harvard University, basic English is an extremely simplified form of English, as we speak it. Our language is said to include some 20,000 words, while basic English has only 850. Of these, 600 are nouns, 18 are verbs and the remainder are made up of adjectives, pronouns and the other parts of speech. In it, everything connected with everyday existence may be expressed, yet as Mr. Churchill pointed out, the whole vocabulary can be contained on one side of a single sheet of paper. The rules of grammar are correspondingly simple, and we are told that an average person can master basic English by devoting two hours of study to it, each day for a month.

English Widely Used Today

The idea of an international, or auxiliary language, is not a new one, and there have, in the past, been other suggestions in this regard. In the Middle Ages, Latin was the universal language of the educated people, and in later times French was the accepted language for diplomatic purposes. There has, however, been a growing tendency towards the use of English as a common language when different nationalities meet, and situations arising out of the war have increased this trend. During the past few years Britain and this country have been the home of many thousands of people from the oppressed countries of Europe, and it has been necessary for them to master some English, in order to carry on dealings with those about them. In Europe itself, many people have studied English in order to be able to understand the English radio broadcasts, bringing them news of the outside world.

May Make For A Lasting Peace The planning of an international language at this time, is being done with the hope that it may be an important factor in the creation of better understanding between nations in the years to come. The fact that English is likely to be the basis of this language, is due no doubt in part to the fact that Anglo-Saxon nations will have an important part to take in the building up of a world-wide structure for lasting peace in the future. Another consideration is the fact that more than 200,000,000 people speak English as their mother-tongue. The only larger group speaking one language is the Chinese, who number 400,000,000. In many parts of the world English is already taught in the schools, and plans are now underway to teach it as the "second language" in all the schools of the liberated countries. The lands where English is spoken have been the cradles of much of the social and moral progress of the human race, and it is to be hoped that as it spreads, so may the principles and ideals which it has expressed.



After the hard work you spent this summer on your victory gardens, you will want to be certain that the resulting vegetables will not perish before they are eaten. Storage of the vegetables in the home can be relatively easy if a few simple rules are carefully followed.

For a storage room—any part of the cellar with a window leading directly outside must be used. If you have a concrete floor, cover it with sand and provide wire mesh over the sand to prevent moisture and condensation of the air. This room will need walls that are well insulated and a well fitted door to provide an even temperature. Containers for the vegetables should be constructed against the outside walls and have slatted sides and doors to allow for air ventilation.

White-wash used on the walls makes for a sanitary room and annually a solution of approximately $\frac{1}{4}$ lb. of copper sulphate to 1 gallon of water can be used as a cleanser and disinfectant. Of course you will need a good

You must take great care in grading and sorting the garden produce if you want to eliminate decay. The fruits and vegetables should be fully mature, clean and dry, from damage caused by insects, disease, rough handling and freezing and chilling. During the winter you must sort the produce regularly and remove any defective specimens as they will contaminate the stock.

Root produce such as beets, carrots, parsnips, salsify, turnips, keep best at 33 to 35 degrees Fahrenheit. Potatoes need the same temperature but should be stored in a cool place with good ventilation. If you wish to keep tomatoes, wrap each green tomato in a separate paper bag and store in a cool place.

When you are storing apples be sure they are free from bruises and broken skins. They should be placed in slatted bushel crates to allow for air circulation at approximately 33 to 38 degrees F. with a humidity of from 88-95%.

For more detailed information on the storage of fruits and vegetables write to the Western Division Health League of Canada, 111 Avenue Road, Toronto, for Household Storage of Fruits and Vegetables.

Secret Weapons

German Science In This War Has Been A Flop

Hitler and his stooge Goebels have been talking again about some new "secret weapon". Something that is going to stop bombs falling on the Ruhr and Berlin and turn the war in Germany's favor.

The secret weapon of talk was a bit frightening. Now it's no more terrifying than a stuffed Hon. Hitler first used the "secret weapon" threat in a speech at the Berlin Sports Palace a few days before the war. Yet when he attacked Poland he had nothing more than his Luftwaffe and his tanks. He used the threat again later on, but this time it was merely his magnetic mine, a device that the Allies mastered so quickly it has not been heard of since.

The truth is that German science in this war has been something of a flop. It has produced good weapons; good planes and good tanks; but nothing that Allied research men and engineers haven't equalled or surpassed. Radar, one of the most potent of the war's inventions, is an Allied product.

Hitler's latest "secret weapon"—announced solemnly by a Wilhelmstrasse spokesman last week—is said to be in the category of bombs. It will be believed when it is seen and heard in action—and that we imagine goes for the disillusioned German public as well as for ourselves—Ottawa Journal.

Cannot Be Destroyed

Every Person Can Be Destroyed Identified By Finger Prints

"Every living human being carries on his finger tips a signature that is definitely and legally his own," says John T. Flory (in his book, "Inside The F.B.I."). "It is as authentic as the signature of the President of the United States." This is his document. It singles him out from his fellow man as clearly as if he bore an indelible number on his forehead. This characteristic autograph cannot be forged nor changed, nor can it be permanently destroyed except by amputation.

This highly personalized signature consists of ten characters. They appear one on each bulb on the inside of the first joints of fingers and thumbs. In the process of fingerprinting all ten fingers are recorded, although a print from any one of them can prove the identity of the person from whom it came.

For certain kinds of work like stone masonry or dish-washing may wear down the ridges and make the pattern less distinct, but a short period of idleness or a change of vocation restores them to normal."

PROBLEMS ARE PROOF

According to a London doctor, memory is at its best between the ages of 11 and 14. And, says the Ottawa Citizen, if dad doesn't believe it, let him try some of the problems Willie polished off in his entrance exams



Our Boys And Girls On Active Service

(By Ottawa Observer)

THE Canadian premiere of "Meet The Navy" in Ottawa was a knock-out, playing to a dandy and enthusiastic crowd. The sailors and Wrens in the cast don't have to take a back seat to the various entertainment outfits on the show. It is going to please everyone in Canada who gets the opportunity to see it. Watch for dates out your way and if you happen to be in a port getting it, take a tip, try and make it. Swell entertainment, I calls it.

Westerners, many, many of them, know the officer commanding the new Canadian War Staff Course, Captain J. E. G. Langford. He is none other than Lt.-Col. W. A. Cripps, whose home is at Saskatoon. A graduate of the University of Saskatchewan, Cripps, commanding the 16-22nd Saskatchewan Horse, now overseas as a tank regiment, and which has among its personnel men from northern and southern Saskatchewan.

Canada's newest escort vessel, H.M.C.S. "Assault Ship Marie," now on active service, now in the North Atlantic, has among its complement some of those stalwart prairie lads from the west. The ship is a credit to naval headquarters for taking to navy life like a duck to water. Among the lads on this vessel are Alberta Stokes, Page Officer Robert Kettwell, of Prince Albert, Sask.; George Baggott, of Dauphin, Man., and Charles Johnson of St. Paul, Sask. The latter, a former farm boy, six years ago sure knew more about a tractor than a ship, never having seen one except in pictures.

Sgt. Lieut. Margaret Mackie of Victoria, B.C., of the Wrens, who was in charge of the first batch of them to go overseas, is a young woman who included a lot of western girls who were living in Britain when war broke out. She came over to Canada and helped to raise \$50,000 for Canadian children on the battle front. Now she is going back, looking after a gang of Wrens but says it was an easier job than looking after the youngsters.

Some of your sons from out on the prairies have "rode the skies" over Germany and Occupied Europe with Flying Commander "Moose" Fumerton, of the Royal Canadian Air Force, and a fellow all Canadians should be proud of. It is interesting to know that he is the alumnus of a school, a younger fellow, assisted Dr. Joseph Rett, the eminent geologist who discovered an iron ore lode in Labrador. It was while he was working on a story on what the eminent lads in our services did in civilian life.

That was a solemn warning, in the light of the tough fighting in Italy, to those who think it comical which was uttered in a speech by Air Marshal W. A. Bishop, V.C., at Windsor just recently, when he said: "The Royal Canadian Air Training Plan must not fail for lack of men to keep it going."

Among those decorated for acts of bravery in the R.C.A.F. in recent lists announced, were Pilot Officer H. H. Richardson, of Roblin, Man., who pretty soon had such a distinguished record with three aces to his credit; and L. M. McKinnon, of Revelstoke, B.C., the little city nestling in the shade of one of the most rugged of Canadian mountains. He was a young flying ace, distinguished Flying Medal and the citations indicated the boys earned them.

When the H.M.C.S. "Prasae" went down off Boraue, France, in June, there were many tragic heroines who made the supreme sacrifice helping in the epic evacuation. Among them was the young Captain Wallace J. Creer, with 20 years service in the Royal Canadian Navy. He has now been named assistant Chief of the Naval Staff. He is a son of Vancouver, as well as a son to wariners. His son, a sub-lieutenant in the Royal Canadian Navy, also did valiant service at Malta when that tiny island won the George Cross.

The great deeds and heroisms of Canadian Army in the Sudan and Indian campaigns are well known in the background while the fighting is at its height. From time to time, some of these columns should have in them names which will allow us to mention some of the outstanding western lads.

The largest warship ever built in Canada, the "Micmac," was launched in Halifax, 18,200 tons. Canadian manufacturers provided most of the finished materials which have gone into the ship. Now, in the main, Canadian workmen fashioned her under the guidance of a few experts from the Clyde and other British ports, who, according to General Sir Herbert, her actual commanding officer, will be known simply as "Hull No. 12". As soon as she has been christened, the keel of a sister warship will be laid along the same slipways.

TONS OF WATER

Somebody has figured that previous to the dehydration of food shipped to England from this Continent we had shipped three million tons of water in food crossing the Atlantic.

Cincinnati was widely known as "Porkopolis" before the Civil War because of its extensive pork packing industry.

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Gets New Position



E. P. WELLS,

formerly assistant to the operations manager, Trans-Canada Air Lines, Winnipeg, has been appointed to the new position of co-operative assistant. His function will be to foster the spirit of co-operation between employees and management and to assist the employees in the development of co-operative committees. One of the original employees of T.C.A., Mr. Wells piloted the first mail plane operated by the company in its first service, between Vancouver and Seattle. He is well known throughout the west.

U.S. Sailors In Britain

Occupy Hotel In Cardiff Under Lent-Lease Arrangement

August 15, 1942—A hundred buildings, from double-decker warehouses to some of the stately homes of Britain turned over to the U.S. authorities in Britain under lend-lease, in reverse, is a hotel in Cardiff.

In peace-time, solid, big and comfortable, it was a pillar of the commercial life of this busy port. Today the inside is little changed, but for glistening new paint or doors and windows, the homely touch of flowers in reception rooms and bedrooms, and amusements like snooker and table tennis equipment which no hotel guest would have dreamed of looking for. But outside Old Glory waves and the doors are open exclusively to men of the U.S. merchant fleet. Men of rank, come in search of good beds, food, medical treatment, a party, or maybe just a drink, and find it here.

British requisitioned and conditioned this hotel, fully furnished, to the requirements of the U.S. War Shipping Administration. Reverse lend-lease will pay the rent and take care of running repairs indefinitely. This club can sleep 60 men and is one of several operated in United Kingdom ports by the United Seamen's Service and the War Shipping Administration.

It is a place that serves beer and co-coa. American coffee is on tap, and the British club staff of five men and 15 women is proving adept at producing American dishes out of British rations—and at talking American.

The club is just one of many goods and services, including docking facilities and ship repairs, and coal and petroleum supplies at many ports throughout the world, which Britain is providing for her sea-going ally wherever she can, and the reverse makes for plain sailing.

GEMS OF THOUGHT

SINCERITY

Sincerity and truth are the basis of every virtue.—Confucius.

Sincerity is the indispensable ground of all conscientiousness, and by consequence of all heartfelt religion.—Kant.

Lack of sincerity is loss of vital power.—Bovee.

A deep sincerity is sure of success, for God takes care of it.—Mary Baker Eddy.

Nothing more completely baffles one who is full of trick and duplicity, than straight-forward and simple integrity in another.—Colton.

Sincerity is impossible unless it pervades the whole being, and the presence of it apps the very foundation of character.—James Russell Lowell.

LEARNING NEW WORDS

Catering for American troops in Britain has meant learning a lot of new words. The manager of a restaurant much used by Americans says that he and his staff are becoming quite used to serving crackers when asked for biscuits and serving syrup, treacle, or honey (when available) when asked for jam. Their nearest approach to marmalade.

The serving of marmalade with, instead of after, the bacon, kipper or other savory dish ordered for breakfast is also becoming a habit.

—Daily Sketch (London).

TO EASE MISERY OF CHILD'S COLD RUB ON VICKS VAPORUB

Over-Bleaching

Find That Textile Loss Through Bleaches Is Proved Great

According to experiment carried out in the Laundry and Dry Cleaning Laboratory of the National Research Council, Ottawa, the misuse of Javelle water, or sodium hypochlorite solution, as it is known to scientists, is the cause of a great amount of loss of textiles.

Laundry experts have been trying for years to eliminate over-bleaching with its resultant deterioration of fabric.

Prolonged rubbing of a stain will weaken the fibres of a fabric, therefore, when stains become difficult to remove, bleach is often necessary. Bleach should only be used when other efforts are unsuccessful and then in the proper solution and never at boiling temperature. To use less than the amount given in manufacturers' instructions is better than to use more. Often directions accompanying bleaches call for the use of more than is really safe for the fabric.

HOME SERVICE

LEARN TO WEAVE AND MAKE LOVELY THINGS



Make A Basket

How useful your hands can be and how useful if you train them. You could weave a strong wicker basket as pictured above, or perhaps a lovely paste cloth for a gown, or make a small basket.

Wool weaving is an art that has considerably revived in recent years. Particularly since the war began, people are reverting back to making scarfs and other materials because of a scarcity of the finer wools on the market.

Fingers are rediscovering weaving as a pleasant and useful pastime. If you have a loom, it will be necessary skill in the home. With the development of industrial machinery the craft was taken over by mass production, and very little was brought it back to the home again.

If you want to learn how to weave, our local basket weavers will help you greatly. It tells you what materials you need and then explains clearly how to weave various articles from rags to hats.

The basket avoids the complex. It tells what can be done on the more advanced looms but it really gets down to cases with such simple looms as pieces of cardboard, embroidery hoops, broomsticks.

Send 15 cents for your copy of "How To Weave Useful Novelties" to Home Service Dept., Winnipeg Nickel Plate Union, 125 McDermot Ave. E., Winnipeg, Man. Be sure to write plainly your name, address, and the name of the booklet.

For the MODERN KITCHEN



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POSITION OF ITALY

Badoglio Will Run The German Aggressors Out Of The Country

In a statement of the policy of his government, Minister of War Badoglio declared that the King and the royal house of Italy express the will of the Italian people and the nation's armed forces remain faithful to King Victor Emmanuel, obeying him exclusively.

Other points in the Italian premier's speech broadcast by the United Nations radio were:

The Italian people wish to have nothing to do with Fascism, be it called republican or monarchic.

The Italian people have not betrayed the Germans but have instead betrayed themselves by the Nazi-Fascist gang.

The citizens of the population of the north will never forget the thousands of their sons who were sent to die in Russia and the African deserts in the sole interest of Germany.

The conduct of the Germans after the armistice has rendered inevitable the action of the Italian people and deepens still more the Gulf between Italy and Germany.

The sooner the Germans are forced out of Italy, the quicker Italy will be free.

War veterans, citizens and workers of all classes, under the leadership of the King and his government will forge together the future destiny of Italy.

Badoglio said the conditions of the armistice with the Allies were hard "but we must not forget that we have been beaten."

He expressed his determination to run the German aggressors out of Italy and declared that Mussolini had dragged Italy into new wars which the Italians did not want. He added, however, "our armed reaction to the German aggression has brought us nearer to co-operation with the Allies."

Working For Red Cross

Stonemasons In London Are Turning Rubble Into Saleable Articles

Surrounded by the clean white dust of a stonemason's workshop in North London, 68-year-old Sidney Bysouth has worked on stone for 48 years. But now the Luftwaffe has brought him a new job. He is carving up slabs of stone which have been history. They are the pieces salvaged from the rubble which, before the night of May 10-11, 1941, was part of the fabric of the Houses of Parliament. Now Mr. Bysouth and about a dozen fellow stonemasons, including two of his sons, are busy turning the historic stone into useful articles such as bookends, garden troughs, ashtrays, tobacco jars—each designed by an artist, each finished with a decorative lead plaque. The rubble was given to the Red Cross, to which all profit on sales are handed over. After less than six months during which the scheme was getting into shape, the amount earned for the Red Cross totalled about \$6,000, says the Evening Standard.

Mourned By Some

Fall Of Mussolini Deprives Cartoonists Of A Perfect Model

Whoever else may have been glad to see fall of Mussolini, there was one group of this continent who must have seen his disappearance from the stage of Europe with saddened hearts. The cartoonists of Canada and other Allied countries throughout the war, have made merry with a figure designed by Nature for ridicule. The prognathous jaw, the boot-button eyes and the bulging paunch were gifts from the gods for the artistically inventive. —Halifax Chronicle.

British Survey

Calls On Farmers To Fill In Questions About Themselves

As part of a survey of all British industries "teams" from the Ministry of Information have been calling on farmers to fill in a 100-point questionnaire about themselves and their families. The survey aroused strong criticism among Sussex farmers, first in the agriculture industry to be polled.

Some of the questions are: What newspapers do you read? Do you bring magazines and newspapers to the notice of your workers? What sort of education are you giving your children?

Calling the survey a waste of time and money, officials of the National Farmers' Union said "what good can it do to ask a farmer where his children go to school and what newspaper he reads?"

It takes from 20 to 25 years for a cork tree to reach a marketable age.

Canada's New Peace Bridge On Alaska Highway



Here is the newly-completed Peace River bridge on the Alaska military highway in British Columbia. It was completed in record time under supervision of the U.S. Army and public roads administration. It reaches 2,275 feet across the Peace river and is a vital link in the Alaska military highway.

Their New Weapon

First Remote-Control Bomb Is Being Used By Germany

The new German weapon described by Prime Minister Churchill in his common speech is the first remote-controlled bomb. It probably is a predecessor of the winged death.

An airplane, described by Mr. Churchill merely as a "parent aircraft," either launches or turns loose a glider. The size of this glider is not given, but it is sufficient to carry a bomb or bombs.

The glider is powered by a rocket. That is, it has a rocket engine of some sort. The parent plane steers this glider, by remote control, which means by electronic devices, to the vicinity of the target.

Mr. Churchill did not say how close the glider comes to the target. But he indicated that it comes within sight, right over the target, a height which under the circumstances may be small, or might even be large and still effective, the glider releases its bomb. The release, presumably is done by remote control of the bombardier in the parent plane.

The effectiveness of the new weapon was not described. Mr. Churchill said only that it was being used "at close quarters on ships close to the coast."

Back At Work

Artist Who Lost Right Arm In Sicily Still Crafts On

The Canadian Press News, weekly newspaper for the Canadian forces overseas, reports Lieut. C. A. B. O. McGill, Vancouver artist, lost his right arm in Sicily but already is learning to work with his left.

The CP News publishes an army photograph of Lieut. McGill working with his left arm at a drawing board in a Canadian general hospital in North Africa.

Lieut. McGill, member of a Saskatchewan regiment, was listed as wounded in the 19th list of Sicily casualties made public from Ottawa. Sept. 7.

A GOOD REASON

In New York, an Italian was being examined in court after applying for citizenship.

He answered correctly questions as to the name of the President and the capital of the United States. Then came this:

"Could you become president of the United States?"

"No" was the reply.

"Why not?" persists the official.

"You please excuse," begged the Italian. "I very busy right now sella

Five Royal Canadian Air Force Men Make A Hazardous Mercy Flight To Save Life Of Seaman

AT AN EAST COAST R.C.A.F. STATION.—"We have a sick man on board. Could you land and pick him up if necessary?"

The message, flashed by Aldis Lamp from a naval escort vessel to a Royal Canadian Air Force aircraft, brought with it a large convoy somewhere in the North Atlantic to save the life of Seaman 1st Class John Robert "Bob" Defee of the N.S. Navy.

From their grim search for U-boats to an errand of mercy, Norman Koester, 24, of Virden, Manitoba, captain of the twin-motored Catalina flying boat, and his crew, accomplished a hazardous landing at sea. Picking up Seaman Defee they headed for an East Coast base hospital where an emergency appendectomy was performed.

"I'm mighty grateful the plane was there, mighty grateful," said Bob Defee sitting up in his hospital bed after the operation. "When the doctor told me how sick I was, I had been mighty scared. I knew I was dangerous for the plane to land at sea and I told my captain, 'Don't worry, I was in pain most of the time, the crew made me as comfortable as possible. It was my first flight and it was just about the best ride I ever had.' Bob Defee, whose home is at Jones H.R., Moorhouse Parish, Louisiana, is 20 years old, speaks with the accent of the deep south, and has been with the U.S. Navy for nine months.

He was aboard a tanker in the midst of the convoy when he became ill. A-Surgeon Lieut. Commander J. Wallace Graham, R.C.N.V.R., of Toronto, from one of the escort vessels, declared Defee required immediate hospital attention for a condition of severe acute appendicitis with complications. Accordingly the Senior Naval Officer of the convoy appealed to the plane. After the flight had been completed successfully, Rear Admiral L. W. Murray, Commander in Chief of the Canadian Northwest Atlantic, made a special telephone call to the home base of the aircraft. He described the exploit as an exceptional achievement, and another example of the excellent cooperation between the R.C.A.F. and the Royal Canadian Navy.

In the Catalina, with Flying Officer Koester, were Pilot Officer Ernie Little, 24, Saskatoon, Sask., co-pilot; Sgt. Bruce Parrick, 25, of Toronto; navigator; Flying Officer R. H. "Bob" Burrage, 23, Burnaby, B.C., wireless air gunner; Sgt. John Williams, 19, of Pense, Sask., wireless air gunner; Sgt. Allan H. Evans, 21, of Toronto, engineer; and Sgt. Melville Reading, 31, of Millet, Alberta, sec. on engineer.

That day the crew had the responsibility of giving aerial protection to the big convoy "from first light until last light." Heavy fog and zero visibility had interfered with the patrol in the morning but later the sun cleared away some of the mist. For two hours the aircraft had patrolled, without incident, over the silent ships below. Then the flash of the Aldis Lamp, sudden and unexpected. Its appeal for help left a critical decision for the crew.

An R.C.A.F. Intelligence Officer later explained the problem thus: Landing at sea is a difficult and dangerous business. Under circumstances, a pilot would not attempt to land, unless he had authority from his home headquarters. But on such operations, wireless communication is suspended, because its use might betray location of the convoy to the enemy. "The decision rested with the captain of the aircraft," the Intelligence Officer. "Should he use telegraphy and break the silence to ask authority? Should he attempt to land on the water using only his own judgment? Or should he leave the sick man to the best care he could get on shipboard?"

FO. Koester discussed the situation with his crew. "We decided we knew the situation out there. That nothing would be gained in breaking the silence. The pilot should act on his own without advice from the shore," he said. "Everybody was in favor of an attempted landing, and I finally gave the order."

The aircraft swooped a few feet above the water while a quick survey was made to determine chances of a safe landing. "It looked reasonably calm and we decided to go ahead," Koester explained. The Naval Officer signalled to wait until another report was received on Defee's condition, but almost immediately afterward the ship again requested that the landing be made if possible.

"We did a normal approach, and dropped our air speed to 80 miles," Koester declared. "He caught the aircraft down, paralleling the crest of the waves, and the top of the swell. The surface from patrol height had appeared relatively calm, but

near sea level it was found to be fairly rough, a typical light Atlantic swell."

"When we touched the swells, we certainly felt them," Koester declared. "Like a ton of bricks," said Burrage. "But when the plane began to settle, we knew we were all right."

"Once we were down we started to worry about how we were to get up again," said Pilot Officer Little. "It was something to think about." As soon as the engines of the aircraft were stopped, Defee was helped down the side of the tanker on a rope ladder and into a lifeboat. Then the plane taxied up to the lifeboat, pulled by six oarsmen. "The waves were making the boat pretty badly and I was to swim," said Little. "I wondered how they had been able to settle on the water."

Despite the pitch and toss of the waves the lifeboat managed to come alongside with the aid of a line thrown from the plane. Defee was able to assist himself to some extent, and Reading and Evans helped him in. "They had a bed ready for me, a nice soft bed, and one of the men stood by all the time," Defee said. Defee was strapped into the bunk for the take-off and the rest of the men fastened safety belts at their posts to brace themselves against the expected heavy stress and strain.

Seamen lined the rails of ships in the convoy as Koester taxied straight into the swell and taxied down the 12 miles which this would reduce take-off time and increase air speed. "I gave instructions to leave the throttle full open," Koester said. "We half expected the engines to fly in the window, but we took off, or staggered off is a better description, and there was no jolt."

The Naval Medical Officer had said that Defee should reach a hospital within two hours to stand a reasonable chance.

"I was in pain all the time, but even at that I managed to enjoy the trip," Defee said. "I looked down and the big waves that had rocked the lifeboat just looked like ripples." The aircraft, pushed to the limit of its flying speed without endangering crew and patient through possible engine failure, reached land in less than an hour.

A warning had been flashed ahead, and at the station full preparations to receive the patient had been made. Defee was taken off in an R.C.A.F. Marine Section launch, and the station medical officer who had rushed from hospital where he had been attending a case was on the jetty with an R.C.A.F. ambulance.

At Navy hospital, an emergency appendectomy was performed almost immediately.

The Intelligence Officer said, "Landings are made every day at seaplane bases, but in the sheltered waters of bays chosen for the purpose, and with R.C.A.F. marine craft standing by in case of trouble. Out on the ocean it's a different matter entirely. The pilot would risk his aircraft, his crew, and himself. They were on the ocean for only 10 minutes. That's a tribute to them all round, not only to the crew of the plane but to the work of the naval men who did such a good job in transferring Defee to the aircraft."

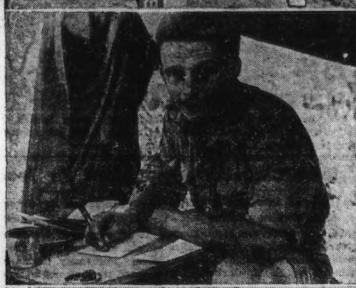
Story From Algiers

Brothers Have Strange Meeting After Separation Of Seven Years

Here's a strange story from Algiers. The other day Flying Officer Ralph Ball was walking along the street when he noticed a queer tattoo mark on the arm of a passing soldier. He'd only seen that tattoo mark on one other man—and that man was his brother Joe, and he hadn't seen Joe for seven years. The two brothers used to live in Johannesburg and Joseph, Ball had come to England in 1938 and settled in Leicester. So, Ralph ran after the soldier and tapped him on the shoulder—and, sure enough, it was his brother. The way they met was really a remarkable fluke, because both Ralph and Joe were staying in Algiers for only a few hours—B.B.C. London Letter.

The pronghorn antelope is the fleetest of native American quadrupeds.

Mail Reaches Troops On Battlefronts



—Canadian Army Overseas Photo.

Mail is reaching Canadian troops on the war fronts, these pictures show. They are a reminder to folks at home to keep writing, and especially to start sending Christmas mail now. (Top), Cpl. T. Holland of Wood Bay, Man., has just finished lettering an improvised mail box in Sicily, while Cpl. M. Milko, of Winnipeg, looks on. Both are members of the Princess Patricia's Canadian Light Infantry.

(Centre)—Perhaps the man best qualified in Sicily to testify to the efficiency of the Canadian Postal Corps is Sgt. G. F. Batten of Vancouver. He received two letters in one shipment shortly before this picture was taken, said to be a battalion record. He is a member of the Princess Patricia's Canadian Light Infantry.

(Lower)—Happy day in Sicily—arrival of mail from Canada. Here, in the temporary camp of the P.P.C.L.I., Canadian soldiers sit down to digest those important morale builders, letters. Shown in the picture are, Pte. Tom W. Edwards, of St. Vital, Man., (left) and Pte. J. R. Craddock, St. Vital.

U.S. Sailor Ows Life To R.C.A.F. Fliers



These five Royal Canadian Air Force men were members of a flying boat crew which turned from patrol duty over the North Atlantic to a single saving the life of an American seaman. The aircraft landed in the water, picked up the sailor, and flew him to land where an operation saved his life. Left to right in the picture are Sgt. Melville Reading, Millet, Alta., flight engineer; Sgt. Bruce Parrick, Toronto, navigator; Flying Officer R. H. "Bob" Burrage, Burnaby, B.C., wireless air gunner; Pilot Officer Ernie Little, Saskatoon, co-pilot; and Flying Officer Norman Koester, Virden, Man., pilot and captain of the crew. Other crew members were Sgt. John William Wood, Pense, Sask., wireless air gunner, and Sgt. Allan H. Evans, Toronto, engineer. —R.C.A.F. Photo.

What Britain And The Empire Have Been Able To Accomplish In The Four Years Of This War

THE fourth year of war has seen the United Nations turn from the defensive to the offensive. In both the military and diplomatic fields they hold the initiative. And in that great transition Britain and the other partners of the British Commonwealth, who have been fighting Germany longer than any other nation except the Poles, have played a leading part. Four years of stubborn toll have made this situation possible. They have laid the foundations of the greater offensive which must lead to victory.

The British Army, aided by U.S. forces in French North Africa, has freed the whole African Continent from the Axis grip.

975,000 men were the total of Axis casualties in Africa. More than 248,600 of these were Germans. 220,000 killed, wounded and missing were the total casualties suffered by the forces of the British Empire in the African and Middle Eastern theatre of war.

At least 248,000 enemy prisoners and 26 generals were captured in Tunisia between May 5 and May 13, 1943. This constitutes one of the greatest defeats inflicted on the German Army.

2,560 guns, 6,200 guns and 70,000 lorries were captured or destroyed by British and Allied troops in all the African campaigns.

More than 140,000 British and Allied vessels have been convoyed by the Royal Navy, and losses in these convoys up to December, 1942, were kept down to about one half of one per cent.

850 ships, including 350 warships, were engaged in Anglo-American operations against French North Africa. Two of the three major convoys sailed from Britain in the protection of the Royal Navy and the Air Force.

3,000 ships were engaged in the Anglo-American attack on Sicily—the greatest amphibious operation of all time. In the initial assault 160,000 men, 14,000 vehicles, 600 tanks and 1,000 guns were transported.

In the Mediterranean, two Axis battleships, 14 cruisers, 64 destroyers and torpedo-boats and many submarines and auxiliaries had been destroyed up to June 25, 1943.

5,000,000 tons of German and Italian merchant shipping were sunk or captured and nearly 3,000,000 tons damaged by the Royal Navy together with the R.A.F. up to March 3, 1943.

100,000 tons of bombs had been discharged by Bomber Command on Germany by the end of May, 1943.

In a one-hour raid on Dordum on May 23-24, 1943, R.A.F. bombers dropped more than eight times the weight dropped on Coventry during an all-night raid in November, 1940, i.e., more than 2,000 tons against 223.

In three raids on the port of Hamburg in the last week of July, 1943, well over 7,000 tons of bombs were dropped—nearly as much as the Luftwaffe dispersed over the whole London area in the eleven months between September, 1940, and July, 1941.

The percentage increase in output of munitions for the first six months of 1940, 1941, 1942, 1943, was, respectively: 1940, 100; 1941, 150; 1942, 230; 1943, 300.

Output of heavy bombers trebled during the 12 months ended May, 1943.

Monthly output of small arms and ammunition is now measured in terms of hundreds of millions.

By March, 1943, more than 200 warships, ranging from trawlers to battleships, had been completed in British shipyards at home and overseas since the outbreak of war.

Britain was 40 per cent self-sufficient in food before the war. She is now 70 per cent self-sufficient.

British acreage of wheat, cereals and oats had risen in 1942 by 35 per cent, 65 per cent, and 72 per cent respectively since the outbreak of war.

There are now 1,700,000 allotments—double the pre-war figure, while about 5,000,000 garden owners contribute to the war effort, thus releasing land for crops private individuals cannot grow.

SEIZE CHURCH BELLS

German looting of church bells in occupied Holland has netted Axis war industry some 2,500 tons of metal. The Netherlands news agency Aneta said yesterday that the Nazis had a reliable source. More than 5,000 church bells have been seized, it was said, while the Germans also have requisitioned thousands of brass milk cans.

The human body is able to get along on three pounds of food and four pounds of water, but it needs 34 pounds of air daily.

About 2,800 species of lizard are known to man.

AIRWOMEN TAKING OVER SKILLED TRADES

They Are Replacing Airmen At Air Force Stations

Swiftly now, as more and more airwomen are taking skilled trades in their stride, they are replacing airmen on R.C.A.F. stations throughout No. 2 Training Command. The airmen are either remustering to air crew or leaving for battlefield ground jobs. Ammunition packing, wireless jobs, meteorology, plotting, sparkplugs cleaning, doping of aircraft fabrics, driving big and little trucks are among the more interesting trades at which airwomen in Saskatchewan and Manitoba are employed.

First jobs open to W.D.'s when the Women's Division of the Royal Canadian Air Force stations are cooking, accounting, general duties, stenography, etc. Now they are offered more than 50 varied trades. Airwomen never lose touch with the social and recreational side of life. They have considerable time off duty and since most stations are within range of towns or cities they make good use of it. Right on the station they can keep themselves entertained too. Softball teams for airwomen thrive on most stations and many have branched out to archery, rifle clubs, tennis tournaments and swimming meets.

No. 6 Recruiting Centre, Winnipeg, is a model of what women can do to replace men for more hazardous jobs in the service. Since airwomen began taking over jobs there, seven airmen have remustered to aircrew. Airwomen there now outnumber men two to one.

At No. 3 Bombing and Gunnery School, Macdonald, Man., airwomen have moved in lock, stock and barrel. In the Parachute Section the girls are strongly entrenched. At least one of the airmen replaced there is an air bomber overseas and two others have been posted to an isolated West Coast unit where airwomen have not as yet been sent. Girls in the Parachute Section send drogue targets used in gunnery practice and pack parachutes. There are also two W.D. sergeant instructors who teach trainees aircraft recognition. Sergeant Isabel Malcolmson, Carmel Man., and Amy Lind, Manitoba.

W.D.'s at No. 7 Bombing and Gunnery School, Paulson, Man., take a great interest in spark-plug cleaning. They don't take a back seat to airmen in anything; recently they attended a series of aircraft recognition classes to bring themselves closer to the flying side. Two W.D.'s at No. 5 Bombing and Gunnery School, Dafoe, Sask., usually end up yellow from head to feet after patching and repairing aircraft with yellow dope.

Meteorological Assistants at No. 10 Service Flying Training School, Dauphin, Man., have the same job of setting up a mosquito trap with all the specimens for the Government research work. They are LAW L. M. Alegre, Regina, Sask.; Corporal Barbara McLeman, Calgary, Alta.; AW1 M. C. Clark, Norwood, Man., and LAW Irene Menz, Pine Falls, Man.

These are only a few of the interesting jobs done by airwomen on bustling western airfields.

A Bad Storm

London Had Dust Storm And Deluge At End Of July

A dust storm, which for a few minutes blacked out parts of London and the Home Counties, buried cyclists from their saddles and threw children off their feet, was fore-runner of a furious thunderstorm on the evening of Saturday, July 31—hottest day of the war.

Yet some parts of London were almost untouched by the dust storm and the deluge which followed, flooding streets to over a foot.

In Welling, for instance, people waded in two feet of water in the High Street and a bus was flood-bound. Steep narrow roads became waterways. Fences and shrubs were carried away.

The gale swept in a half-circle over London and the Home Counties, and rose so suddenly that it caught people by surprise. Travelling by bus from Uxbridge to Ealing, a reporter saw trees bend almost double by the first gusts and watched the dust storm racing over the city. The cloud, hundreds of yards across, rolled like a brown-grey wave hundreds of feet high.

A soldier who had been in Libya declared: "This dust storm compared with many I have experienced in the desert—fortunately it only lasted a few seconds."

Before the storm broke, July 31 had been the hottest day since the beginning of the war and had set up a high temperature record for the end of July.

Life In New Delhi

Cosmopolitan City Where They Plan To Shackle The Jap Menace

Almost in the centre of India, hundreds of miles on all sides from the sea, lies the city of Delhi, built on the ruins of many former capitals. As you approach it from the air it is impossible to believe, amid such vast wastes of land, that suddenly rising out of the haze, you will see below you these two Delhis—Old Delhi, the teeming city full of legend, and New Delhi—nerve centre of the war.

As you touch down Willingdon Airport you circle the city and see below wide avenues of houses, set in cool gardens, and crescents of modern shops. If you look out and away across these streets you see monuments of past glories, curiously intermingled with buildings made necessary by modern administration. The great tombs of former Emperors bear silent witness to the Delhis that have gone before.

As no time you are made aware that, despite geographical remoteness, the seat of the Government of India and the General Headquarters of India's Armed Forces means business. The streets are full of uniformed personnel. Cars are a rare phenomenon, as petrol is strictly rationed, and it is a great sight, as the staffs go to work in the Secretariat each day and return each night, to watch the procession of bicycles, no matter what the temperature, winding its way along the streets. Whether you are a General, a colonel, or a baba (sarkar) in an unimportant office, the bicycle is predictably your sole means of transport in wartime New Delhi.

Today New Delhi at war is one of the most cosmopolitan cities in the world, cosmopolitan not only because Indians from every corner of the sub-continent are gathered there, but also by virtue of those others of the United Nations who are working out the plans for the liberation of East Asia from the menace of the Japanese.

New Delhi in war time is very full, very expensive and can be both very hot and very cold. It is full because the Armed Forces have seen the outbreak of war. It is expensive because the import of many articles that India as yet unable to make for herself is limited, and therefore prices become fancy ones.

No description of war-time New Delhi should leave out the European in Government service or in one of the Forces. He is not only working exceptionally long hours in a climate which is difficult for months of the year but also, through limitation of shipping space, has had to postpone home leave due in 1939 or soon after and had, perhaps, a continuous seven or eight years away from family and growing children.

In sum, New Delhi is taking of that place of command and of that chain of freedom-loving capitals—Wellington, Canberra and Chongking—that is slowly but surely shackling the Japanese peril.

SECRET DISCOVERED
How wheat buried with ancient kings of Egypt was preserved has been discovered by Dr. Rizk Attia, entomologist, of Cairo, and his aides in the Egyptian Agricultural Department. The preserving substance consists mainly of a dust of sulphur and Egyptian rock phosphate. A ton will treat 100 tons of grain and prevent ravages of weevils.

INDIAN RELIC
Alb. T. L. Braunt, of Lindsay, Ont., dug up a rare old Indian relic while digging in his victory garden. A professor of the University of Toronto, told him it was a bird, or amulet, about 100 years old. The object, which weighs 12 pounds, is of a type believed to have been left by a tribe of Indians known as the Woodland People.

COD-LIVER OIL
Cod-liver oil should be kept in a cool, dark place, if its potency is to be preserved. The Vitamin D in cod-liver oil is not readily destroyed, but the Vitamin A it contains deteriorates when warmed or exposed to light. This is the reason most cod-liver oils come in dark colored bottles or with opaque wrappings.

For years after the discovery of the reaction of sensitized surfaces to light, photographs were made on various metals, which accounts for daguerreotypes, ambrotypes and tintypes.

The bodies of fish are covered with a mucus-like substance which lubricates and facilitates swimming.

A diver's helmet and suit weigh about 150 pounds.

Railway Troops Receive Intensive Training



A gruelling training program has prepared the 1st Canadian Railway Operating Group, now overseas, for its role in future assaults on Europe. At (top) the unit awaits inspection at Stratford, Ontario, Basic Training Centre by Brig. D. J. MacDonald, District Officer Commanding, Military District I, London, Ontario. In the (bottom) view, railway troops hurdle an obstacle on the assault course at the Stratford training centre.

Rapid Promotion

Bomber Pilot Of Govan, Sask., Is Now Wing Commander

Wing Cmdr. R. S. M. (Bobbie) Turnbull, D.F.M., a bomber pilot who broke the Canadian Air Force record by rising from sergeant to wing commander in 11 months, is the new officer commanding the Canadian Lion squadron, a Halifax outfit in the Canadian bomber group.

Turnbull, whose home is at Govan, Sask., is 24. He is the first graduate of the British Commonwealth Air Training Plan to reach the rank of wing commander after joining the service as an AAC2.

Bob got his pilot's wings late in 1940, made 17 operations on Whitley bombers and then switched to Halifax. After winning the D.F.M. he was commissioned as a pilot officer in December, 1941, skipped the rank of flying officer and became successively flight Lieutenant, squadron leader and wing commander during 1942.

ALBERTA COAL PRODUCTION

Coal production from Alberta mines for the seven-month period ended July 31 was 4,484,844 tons. A. Miller, chief inspector of mines, reported. The total compared with 4,232,756 tons in the corresponding 1942 period.

THE SPEEDY SPIDER

For a spider to spin and leave a strand of web floating is the work of a second; it can weave that most intricate of structures, the great orb web, in less than an hour.

R.C.A.F. Members Well Housed In India



The housing situation is solved in many interesting ways for R.C.A.F. members serving with R.A.F. Squads. The approved architectural style being cement floors, bamboo walls and thatched roofs. Furniture for the huts is made by the boys themselves in the leisure hours between "operations". Baseball, yachting for sport and other sports are enjoyed by R.C.A.F. members posted to this far-away front to carry on patrol and convoy duty and generally guard against interference by the Japanese "beetles".

RAILWAY MEN IN UNIFORM

One Of The Most Varied Of Army Specialists

Hardened for their role in coming heavy assaults against Hitler's European fortress by weeks of gruelling training at Stratford, Ont., the 1st Canadian Railway Operating Group is getting in battle trim overseas.

Arrival overseas of this specialist unit—one of the most varied in an Army of specialists—has recently been announced. Prime function of the unit when it goes into action will be the speedy transport of Canadian troops to and from battle zones. Every problem confronting modern railroading will be coped with effectively by this remarkable outfit.

Forces of technical character, the group has brought together men who have had experience in railroading with both major lines—the Canadian National Railway and the Canadian Pacific Railway—as well as some who, in civilian life, worked on the various smaller lines of eastern and western Canada.

The commanding officer, for instance, was assistant superintendent of a division for the Canadian Pacific Railway at Kenora when he volunteered for active service and thus brought a wealth of experience of a practical nature to his unit. Around him are officers commanding various sections such as signals, administration, motive power and so on, each with qualifications.

Composition of a railway operating group is generally secret. Suffice it to say there are among the officers, non-commissioned officers and other ranks, men who are conductors, trainmen, engineers, firemen, operators, shop tradesmen such as welders, moulder, machinists, mechanics and those who are versed in the art of masking vital train parts from precious wartime metals like copper, brass and steel.

In the group are a higher proportion of non-commissioned officers than in any other Army formations and the opportunities for train pay are of necessity, more extensive.

Many of the men in the 1st Canadian Railway Operating Group came from Stratford from other Army formations. They were given the opportunity to retain the experience of their peace-time jobs. Many different cap badges were evident the first few days of their stay in the city—(a divisional centre of the Canadian National Railways and home of that system's motive power shops for the Central region)—but most of the men are now wearing the insignia of the Royal Canadian Engineers, an affiliation that originated during the Great War and one which the commanding officer says will be maintained throughout this conflict.

New Type Bomber

Short Range Plane Will Carry Great Weight Of Explosives

The United States Army Air Forces is developing new short-range bombers capable of carrying a great weight of explosives to hasten the defeat of Germany, it was learned here.

Up to now bomber development has been centred on long-range giants. It has been disclosed that super-bombers capable of flying the Atlantic round-trip without refuelling are in production. These will be especially needed in the Pacific.

But a secreted project of northern Italy—just across the Alps from Germany—has put a premium on planes capable of carrying bigger loads of destruction for comparatively short distances. A large force of these planes is being prepared.

Details of the new bomb-carrier cannot be divulged, but it is sufficient to point out that many types of planes, even fighters, can be converted into short-range bombers by changing part of their lead from gasoline to bombs.

DIRT IN RUGS

Dirt embedded in rugs and carpets wears them out quickly. Going over the rug with the vacuum cleaner for a short period of time two or three times a week is better than leaving it alone for a longer period. Rugs and carpets should not be beaten. Such treatment breaks the fibres in the back of the rug.

The Mosquito, one of the fastest medium bombers in the world, is simply constructed, powered with two liquid-cooled engines, armed with four 20-mm cannon and four .30-calibre machine guns.

There are 136 kinds of snakes in North America.



HAY FEVER TREATMENT

"Hay fever is not the harmless annoyance that many people think it," Dr. R. F. Hughes of Hamilton, Ont., warns. In an article published in the Canadian Medical Association Journal he points out that hay fever not only causes loss of time but is frequently attended by complications. Experience indicates that the hay fever sufferer has at least a 50-50 chance of becoming asthmatic.

Army examining boards "take a very unfavorable view of it, especially when attended by complications," according to Dr. Hughes.

Reporting on hay fever patients in Canada in 1942, the physician tells of careful tests made outdoors in Hamilton that year. Maple and elm pollens appeared first and they were followed by birch and pine. By the beginning of May many tree pollens were noted. Tree pollination stopped by the beginning of June. Grass pollen appeared a week after the tree pollen became general. There was little pollen in the air from the middle of July to the middle of August, but ragweed pollen, a chief cause of misfortune to the allergic, began August 9 and dominated the scene until September 27.

Of the 235 patients 200 were affected by ragweed, 72 by grasses, 15 by trees, 15 by other inhalants and 31 by moulds. A number were sensitive to several pollens and had to be treated by several methods. Forty-eight per cent had asthmatic complications.

Doctor Hughes counsels careful diagnosis by means of skin tests. Specific treatment is available to relieve the condition, not to cure it, and in a large percentage of cases good results are obtainable. Even those in whom the results are poor enjoy some measure of relief, it is indicated. Reaction to treatment suffered by some patients were due to accidental injection in a blood vessel or to dosage error. It is stated.

Treatment should be done before the pollen season, and most of the patients seen by Dr. Hughes sought help before they were affected in 1942. Plants which pollinate in the greatest abundance and which have the most toxic pollen as a rule make the greatest amount of treatment necessary. Ragweed is one of these.

Physicians should be able to promise relief in 80 to 90 per cent of cases, as only a small percentage of patients need treatment. Of the 235 patients seen by Dr. Hughes, 66 per cent had satisfactory results and 27 per cent had fair results.

Marvelous Poise

African Native Carry Heavy Articles On Their Heads

Chief Carpenter's Mate W. H. Blanding, 41, returned from service with a construction battalion in Africa, expressed great admiration for the carrying powers of the natives. He gave one a letter to mail. He put it on top of his head, placed a stone on it as a paper weight and carried it to the mail post. Then he gave him a 350-pound airplane engine, which he placed on his head, and without even a paper weight to keep it from blowing off, carried it four miles to its destination. Still another filled a navy wheelbarrow with dirt, placed the barrow, dirt and all on his head and carried it to the dump.

Belgium's Railways

Bulk Of Equipment Has Been Taken By Nazis

What was a two hour train ride from Brussels to Liege now takes eight hours, and the 55 minute Brussels-Charleroi run is now a seven hour journey.

These samples, reported to the Belgian government in exile, of the condition of Belgium's railways as a result of the German occupation. The Germans have removed from Belgium, it is reported, 1,200 locomotives, 560,000 freight cars, 750 passenger coaches and 625 miles of track. Rolling stock and engines still in service are in extremely poor condition.—Overseas News Agency.

A species of fish which likes to eat the larva of the malaria-carrying mosquito has been introduced into the Soviet ricefields with great success.

WORLD HAPPENINGS BRIEFLY TOLD

More than 35,000,000 pieces of mail were despatched to members of the armed forces overseas in 1942.

The British Ministry of War Transport has placed orders for the building of enough steel lifeboats to equip 120 tankers.

A new factory near Chungking, China, is producing 20 gliders a month with wings covered with native silk and all the other materials produced locally.

An all-Jamaican Sugar Cane Farmers' Association has been formed in Jamaica, to protect the interests of estate owners and sugar cane farmers.

After a generation of work, the revised version of the Bible in the Xosa language, which is spoken by more than 1,000,000 people in South Africa, will be published shortly.

One machine-gun bullet from a German plane put out of action all the telephones over a considerable area of Britain when it struck an overhead cable a "million-to-one" shot.

Materials taken from old ships, including tea from German battleships scuttled at Scapa Flow, have been used to build a sailor's chapel in the naval dockyard at Rosyth, Scotland.

M. E. Elliot, Montreal radio manufacturing executive, said in an interview that if projected plans materialize the radio tube shortage will have eased considerably by the end of 1944.

The Royal Navy announced that a tug, H.M.S. Destiny, towed a ship 1,650 miles through fog and heavy seas from Gibraltar to the United Kingdom without charts and with only a pocket atlas as a guide.

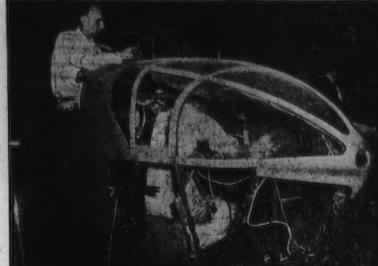
Deal Was Off

Kansas City Man Had Idea About Safety Deposit Box

C. B. McKeever, Kansas City, rented a safe deposit box to a new customer—who promptly picked up the box and started away. McKeever hastened to explain the box had to stay in the vault, to be safe. If he couldn't take the box home, the deal was off, the man declared. "The bank is crazy if it thinks I'm going to come down here every time I want to put something in that box."

Buy War Savings Stamps Regularly.

Part Of T.C.A.'s War Effort



As a swift messenger, carrying passengers, mail and express across Canada from St. John's, Newfoundland, to Victoria, B.C., from Toronto to New York and Windsor and between Lethbridge, Calgary and Edmonton, Trans-Canada Air Lines plays a vital part in Canada's war effort. It makes other contributions as well. Working 24 hours a day, its Winnipeg shops do a great deal of maintenance and overhaul work for the R.C.A.F. and the Commonwealth Air Training Plan.

A New Plane

U.S. Has Land-Based Bomber Adapted To Navy Use

The United States navy has come up with another headache for Hitler's undersea craft.

It is a new type of land-based bomber—with special anti-submarine equipment. This will be the third land-based plane adapted to navy use.

The new plane, officially designated as the PBJ-1, is a North American Mitchell medium bomber.

While changes in the plane remain a navy secret it is thought they will follow those made on other types of land planes.

Supplied Spare Parts

Caption Invented Plastic Which Was Good Substitute For Bakelite

Capt. F. J. W. Bartlett of Pontypool, South Wales, helped to keep the Eighth Army rolling across the desert by inventing and manufacturing a plastic to replace bakelite for rotors, distributor caps, etc.

When the oil and indispensable spare parts ran short Bartlett started experimenting with resin from palm trees and produced an acceptable substitute for the usual bakelite. Ten thousand rotor arms alone were made out of palm resin, although Bartlett has since developed a better plastic from other trees common to the Middle East.

British Submarine

Reaches Home Port After An Eventful Cruise

After 18 months of Mediterranean adventures the crew of the under command of Lieut. A. G. G. Mars, D.S.C., D.S.C., of St. John's, Nfld., the British submarine Unbroken has returned to her home port.

The Unbroken made her last four patrols under an English skipper but Lieut. Mars, who commanded her for 13 patrols, was on the deck to welcome the ship's company home.

With her return, the Admiralty gave a resume of her wartime career, a career in which the Unbroken, one of the smallest British submarines, torpedoed two Italian cruisers, sank or severely damaged 30 Axis shipping and charged 100 depth charges.

Unbroken, with Lieut. Mars in command, attacked the last transport to leave Tripoli with Axis troops and equipment. Lieut. Mars escaped detection by torpedo boats accompanying the transport and 26 minutes after firing his torpedoes the transport had disappeared.

The last of his many successful attacks on the Unbroken lasted less than five minutes from sighting to sinking. His target was a tanker escorted by three destroyers and carrying 1,000 tons of gasoline and fuel oil from Rumania to Tunis.

"We found ourselves almost in the middle of a convoy," Lieut. Mars said. "I whirled around in a circle and let off a salvo of torpedoes. One hit and the tanker was not seen again."

GOOD IDEA ANYWAY

One soldier at camp had a good idea but it just wouldn't work. He went to the gasoline rationing office and stood at the desk of Staff Sgt. R. G. Dahn, in charge of the office.

"I'm going home on a discharge," said the soldier, "and I'd like to get some gasoline coupons."

"Sure," said Sergt. Dahn, "do you have your car here?"

"Of course," replied the private, "I don't have a car here." As a matter of fact, I don't have a car." I thought if I had some gasoline coupons I could hitch a ride home quicker."—Camp Barkeley, Texas.

Is Anti-Nazi

This Austrian Wins Fight To Join U.S. Air Force

After a stiff fight with army authorities, an Austrian alien finally has been allowed to join Uncle Sam's fighting forces to take a crack at the Axis.

First Walter Pilpel, 21, knows Nazi methods first hand. He fled Vienna in 1938, when Hitler invaded and joined the German army. On his way to America, he stopped at Naples and took a look at Fascism. He wasn't impressed. Now his 100 percent satisfaction as a member of the U.S. Army Air Corps.

Wrens frequently build nests that are never occupied.

The English Language

Will Be Much Better Known In Europe After War

When the war is over some 15,000 Czechoslovak citizens will return to their country equipped with a good command of the English language. There will be a similar return of English-speaking Poles, Dutchmen, Belgians, Frenchmen, Yugoslavs, Greeks and Norwegians. The English language will be better known on the Continent than at any time in its history. This will give us an opportunity which our diplomats and political and commercial leaders should be quick to seize.—Yorkshire Post.

SURPRISE BOXES

Price Ceiling Forbids Work Necessary On New York Apartment A New York City apartment, vacant and with no prospects of being rented owing to its size, cannot be made into smaller apartments because the cost would be about 260 per square foot, or \$1,000, which has been placed on all building alterations. Occupying three floors, this home contains 54 rooms, 17 baths, 81 closets, 68 house telephones, a 10,000-bottle wine safe, a dining hall to accommodate 200 guests and a large refrigerator vault for the storage of flowers for parties.—Collier's Weekly.

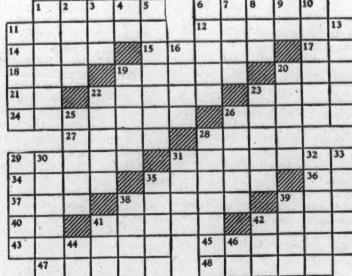
SEIZED PROPERTY

Italy's surrender will not alter the status of Italian property seized in the United States, the Office of Alien Property Custodian, Lee T. Crowley declares.

There is enough ice in Antarctica to encase the entire world in a layer 120 feet thick.

X-X OUR CROSSWORD PUZZLE X-X

No. 4846



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2 Previous

3 Thessaly

4 Native

5 Denmark

6 Artillery

7 Artwork

8 Artichokes

9 Artichoke

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140 Artichokes

141 Artichokes

142 Artichokes



50 years a favorite
for light-textured,
delicious, tasty
bread



ROYAL
YEAST
CAKES
MADE IN
CANADA
7 OUT OF 8
CANADIAN WOMEN
WHO USE DRY YEAST
USE ROYAL!

Now In Training

British Teachers Going To Polish Schools After Country Is Freed
Arrangements are now being made for sending British school teachers to Polish schools, but academics as soon as the country is freed. Already 50 teachers are in training, learning the language, studying the history of the country and its institutions. The British and Polish Governments are supporting the scheme. The number of trainees is to be increased if the demand justifies an extension of the plan, which will later be adopted for other Axis-overrun countries.

Initiated Slip



A slip that you can trust under your smartest dresses is Pattern 4498. Write plainly. Size, Name, address, and postage stamp. Send twenty cents (20c) in coins (stamp cannot be accepted) for this pattern. Write plainly. Size, Name, address, and postage stamp. Send orders to the Anne Adams Pattern Dept., Winnipeg Newspaper Union, 176 McMenomy Ave., E., Winnipeg. Many thanks to all who send in the mail. Delivery of our patterns may take a few days longer than usual.

The next word was spoken as Jonathan went into his stable to bolt the sword about his waist. When he reached the kitchen door on his way to the stable, Faith stirred as if to speak, but a warning sign from Hale caused her to remain silent. Jonathan, on the saddled and bridled roan, turned toward the road, the grandfather was at the gate for a parting.

"You can make the trip to London and back to Winsnall three days," said the old man. "That will still give you time to catch the boat to the seaport. I give you time to learn that the smile of your painted lady will be brief when she finds you have a good heart."

"You need not wait for me," said Jonathan. "Farewell, Grandfather. God be with thee."

The vastness of London appalled Jonathan's provincial eyes. Where, in that maze of straight and crooked streets, had he been born? He could not find his way, nor could he get his bearings. He had to begin his search for Mistress Jamieon. His only clue was that she was a player of the theater. The first thing he had to do then was to locate himself at an inn and make inquiries.

A sign caught his eye—a grimed and weathered blotch of paint that would not be distinguished as letters. The Golden Hynde. Jonathan dismounted before the inn and hardly had his feet touched the ground when an ingratiating whine sounded at his elbow. "A penny for a poor man, sir."

The beggar was an emaciated individual, a head shorter than Jonathan.

Beau Jonathban by J.B. Ryan

CHAPTER IV.

JONATHAN HALE turned away, striding in the direction of the barn behind his grandfather's cottage. Like a sinner doing penance, he apologetically moved to the church along the little farm road, driven by labor to purge himself of the internal havoc created by the lips of Anne Jamieon.

He had been the first time in his life that Jonathan had ever kissed a girl, and he was troubled by the experience for hours. At length he had an opportunity to do so again, where he found Faith, her hands in a bowl of flour and her arms white to the elbows.

"I have not had a day," he said, "since I first time I have seen you, to kiss me."

The plaid of his face became red. "But—Jonathan," she stammered, "we—we are not married yet."

He caught her by the shoulders. "Kiss me, Faith!" he implored. "I know what I must know."

She lifted her face obediently and touched her mouth against his. As he had done with Mistress Anne, Jonathan moved his arms about her.

Faith's lips made a smacking sound. "There!" she laughed. "That is what you want!"

He pulled her closer and fell away. The kiss of Faith had left him entirely unmoved. The contact had aroused within him none of the fire, none of the fierce joy aroused by Anne Jamieon.

"ONCE AGAIN!" Grandfather Hale's voice boomed from the doorway. "What does this mean? Has that hussy left you bewitched? I see you kiss her again. I see you, I see you embracing Faith! Can you not wait until she is your wife?"

"Faith and I are not going to be married," Jonathan said. He added humbly: "I am sorry, Faith."

She stared at him humbly, her eyes blinking once in a painful effort. Hale stood, strode toward his grandson. "What did you say, Jonathan? Of course you are to wed her?"

"No." The younger man shook his head. "It would not be right, Grandfather. We do not love each other."

"Love?" Hale barked. "What do you know of such poppycock?"

"I cannot hope to make you understand, Grandfather, but please do not be angry. I am going to London."

"London—the home of Belial!" Thomas Hale gasped, then composed himself enough to ask, "What is that address?"

"Yes," nodded Jonathan. "I love her, Grandfather, and must go to her."

The grim, grey face contorted as with an inward spasm; yet Thomas Hale's voice was gentle when he spoke, "I am taking a hand on your arm." My boy, rid yourself of this devil's enchantment that can end only in misery."

Jonathan moistened his lips as though about to speak, then his mouth set stubbornly and he remained silent.

THE argument of the grandfather continued. "Look instead, at your wife. You will find her in her in Massachusetts. She will make a home for you, bear your children, feed you and keep you clean."

"I am not going to Massachusetts," said Jonathan.

"The farm is sold, I know, and all preparations made. You and Faith can board the ship without me, and still or mind to go to London, London."

The old Puritan flung Jonathan's arm away so violently that the gesture was almost a blow.

"I will not think of it again," he said. "I am not going to Massachusetts."

"The place is empty. If you argue about it, it'll be just like calling me a liar."

Jonathan advanced another step. "Let me in. I must see for myself."

The fellow straightened, blocking the doorway more effectively. "If

you touch that latch," he warned, "I'll call the watch. I have my orders about covets like you."

Jonathan found his purse and extracted a shilling. The doorman eyed the offering eagerly, and at last reached out and took it.

"Enough, sir!" The beggar tugged at a greasy forelock and pocketed the alms.

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FRIDAY, OCTOBER 8th, 1943

Christmas Parcels Should Be Mailed Before November

To keep Christmas from being a day of disappointment for Canada's men and women in uniform overseas, the Post Office Department has set out a few reminders to those at home who are packing Christmas parcels.

First of all, parcels must be mailed earliest by November 1. Since the parcels have a long way to go this year, and shipment of war supplier limits cargo space, if parcels are mailed late, reaching the Post Office on November 1 or after, there may not be any shipping space available, and the parcels will be delayed. Post Office authorities will be asked to mail early in October to keep from the deadline rush.

Parcels must not contain jams or syrups, or any liquid in sealed containers (not glass bottles) with the container surrounded by absorbent material and the whole secured with tape, string or corrugated cardboard. Articles that may spill or be damaged should never be included and any infringement of these substances is prohibited by law. Parcels should be packed compactly in a sturdy box wrapped in thick, wrapping paper and secured with strong cord. Remember—in travelling, there may be a ton of weight on the parcels.

The address on parcels must be as complete as possible and written clearly in ink. A return address should be on the cover and a slip enclosed with the parcel bearing return address as well as the address on the cover. Mailing charges must be prepaid correctly.

The maximum allowed weight is eleven pounds for a parcel going to a man or woman in the armed services, but the postal authorities are asking that parcels be lighter and as small as possible this year, so that the greatest number can be shipped in the space available.

— V —

Feeding And Care Of Poultry

The wise poultry keeper is now planning his winter campaign in order to obtain the best production. Houses should be checked carefully for drafts and leaks, which are particularly detrimental to heavy production and no flock of birds will lay heavily if litter becomes damp. The house should have plenty of light and means should be provided for adequate ventilation, says B. F. Timney, Director, Experimental Farm, at Charlottetown, P.E.I.

Thoroughly clean and disinfected premises and equipment. Remove equipment, sweep, clean walls, floors and drop-boards, after which scrub or spray with a hot solution of lye. When dry, the ceiling, floor, roots and drop-boards, etc., should be given a coat of lime wash.

With the price of grain and rates of feed to house only vegetables and healthy pellets. Weaking stock is a profitless proposition.

Keeping the house clean and sanitary at all times will tend to prevent outbreaks of parasites and disease—both of which are handicaps to economic production.

For best production, birds should receive adequate feed and the ration should be well balanced. High protein concentrates are sometimes necessary, but balancing a ration may now be a bit of a problem. The following has been recommended as an "all farm" ration that has given satisfaction:

Oats, wheat and barley in equal parts. Grind part of oats and hoppers, and make meal, keep it before the birds at all times. Use the same materials as a scratch grain, feeding this most heavily in late autumn or just before the birds go to roost. Keep dark green, good quality alfalfa or clover hay in racks where the birds can reach it. It is not necessary to be reliable, and if the hay is soaked in small lots (seven to ten pounds per one hundred birds per day), it is a sufficient amount for them to eat. With this ration, skim milk or buttermilk only should be used as drink. This will require about one gallon of milk for each 200 birds. Milk must be used to supply necessary protein, and if water is given, the birds will not consume sufficient.

Shell and grit must also be supplied. Cull frequently and dispose of the free boarder and unprofitable birds.

Mixed Farming In Alberta Expanded

(The Budget)

Alberta farmers' cash income for the first six months of 1943 totalled \$91,743,000. The largest single item in this income was \$31 million realized from the sale of wheat. Wheat sales came next with a total of \$19 million. The sales of field crops totalled \$20 million as against \$62 million realized from the sale of livestock, dairy and poultry products.

These statistics demonstrate the extent to which Alberta farmers have diversified their agriculture. More than twice the money was realized from the products of what is known as mixed farming than from the grain sales. It should be appreciated, however, that the livestock industry is based on the ability of Alberta to grow grain to be used as feed. It should also be understood that the expansion of mixed farming is accounted for largely by the expanded markets for meat, dairy and poultry products. — V —

CLASSIFIED ADS.

CLASIFIED ADVERTISING RATES
First insertion 40, each additional inser-
tion 20. Cards of Thanks 50¢ for
five lines or less.

WANTED—Girl or woman for general
housework. Apply to
MRS. A. R. GILCHRIST

FOR SALE—1 good Holstein heifer
due for freshen October 7th.
H. W. LONG,
36-21 Phone 517

McInnis & Holloway

Limited

FUNERAL DIRECTORS

at PARK MEMORIAL

1503 - 4th St. W. M 3030

CALGARY

DICK ONTUKES, Phone 47

Local Representative

CROSSFIELD

ALBERTA

CROSSFIELD MACHINE WORKS

W. A. Hurni Prop.

Welding—Magnets—Radiators

John Deer Farm Implements

Elephant Brand Fertilizer.

CROSSFIELD

ALBERTA

COUNCIL MEETINGS

The regular monthly meeting of

the Village Council will be held

in the FIRE HALL

on the

First Monday of each

month

commencing at 8:00 p.m.

INSURANCE

HAIL—Alberta Hall Insurance

Board and Life Companies

FIRE—Government Insurance

and Loading Companies

LIFE—Mutual Life Assurance Com-

pany of Canada.

A. W. GORDON

Agent —

Crossfield : Alberta

W. A. HEYWOOD

Agent for —

Imperial Oil Co.

We carry a full line of Tractor

Gasoline and Oil.

General Trucking —

Phone 70 : Crossfield

Joe's

Coffee Shop

ON THE HIGHWAY

Until further notice our shop will close at 2:00 a.m. Sunday and remain open at midnight.

Edith and Joe Kurtz

— V —

The ALBERTA PACIFIC ELEVATOR AGENT

can give you the

benefit of expert

advice in the market

ing of your grain

Work is proceeding rapidly on the school building but we doubt if the work will be completed in time for the opening on Tuesday due to the difficulty in procuring the necessary material. In this event temporary quarters will be found in the large school.

CHURCH SERVICES

CROSSFIELD UNITED CHURCH

Minister: Rev. J. V. Howey, B.A.

The United Church Services for
Sunday, October 10th
Madden at 11:00 a.m.
Crossfield—Sunday School at 11:00
a.m. and Public Worship at 7:30 p.m.
Everybody invited.

CHURCH OF THE ASCENSION
Crossfield, Alta.
Rector: Rev. A. D. Currie, L.Th., R.D.

Sunday, October 10th
11:00 a.m., Holy Communion.
Harvest Festival, October 17th at
7:30 p.m.

CROSSFIELD TRANSFER

— Light and Heavy Trucking —
M. Patmore : Prop.
CROSSFIELD

CROSSFIELD MACHINE WORKS

W. A. Hurni Prop.

Welding—Magnets—Radiators

John Deer Farm Implements

Elephant Brand Fertilizer.

CROSSFIELD

ALBERTA



NOTICE

TO THE HOLDERS OF DOMINION OF CANADA 5% BONDS

DUE AND PAYABLE AT PAR OCTOBER 15, 1943

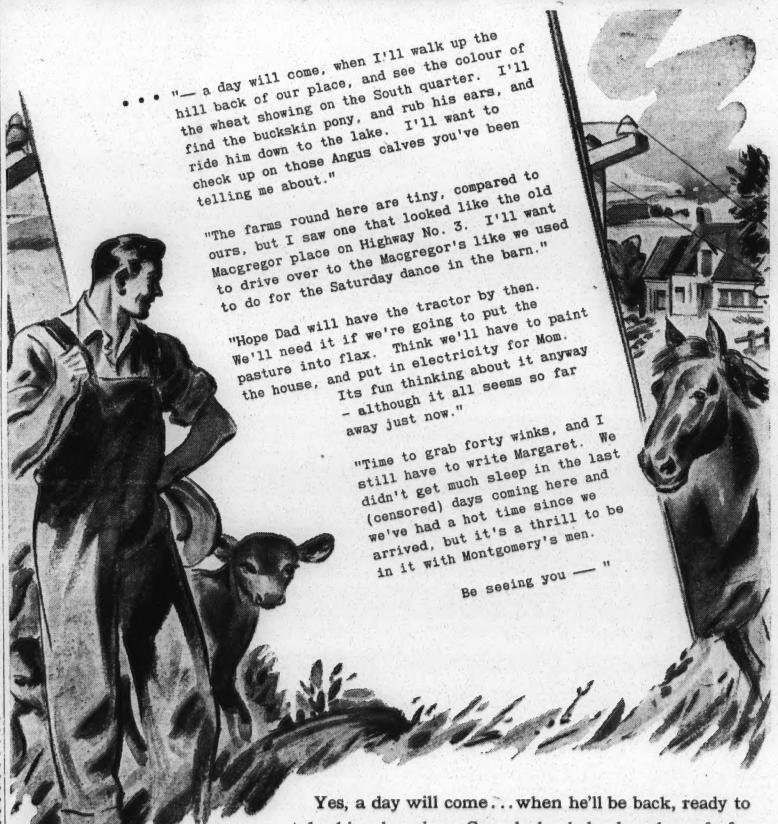
AND 4% BONDS DUE OCTOBER 15, 1945

(which have been called for payment at par on October 15, 1943)

Your holdings of these issues may be converted into Fifth Victory Loan Bonds dated November 1, 1943. Bonds of these issues will be accepted at a price of 100 1/2% in payment for Fifth Victory Bonds. This conversion may be arranged during the Victory Loan with your Victory Loan salesmen, with your Bank, Trust or Loan Company from whom details are available.

DEPARTMENT OF FINANCE

A DAY WILL COME...



WHAT IS
A VICTORY BOND?

A VICTORY BOND is the promise of the Dominion of Canada to repay in cash the face value of the Bond on the date of maturity with half-yearly interest until that time. A Victory Bond is the safest investment in Canada backed by the entire resources of the Dominion. Canada has been issuing bonds for 75 years, and has never failed to pay every dollar of principal and interest when due. A Victory Bond is an asset readily marketable at any time.

Yes, a day will come... when he'll be back, ready to take his place in a Canada he helped make safe for all of us. To speed that day is in our power. We at home... in factories, in offices, on farms... work long hours to hurry it along. We go without, and lend our savings to provide what he needs to win quickly. This is the least that anyone can do. And when that day comes—you'll want to welcome him—and to help him make his hopes come true.

To speed Victory, plan to buy as many Victory Bonds as you can.

Get Ready
to BUY MORE

VICTORY BONDS

National War Finance Committee

